

CLASSIFICATION **SECRET**COUNTRY East Germany

NOFORN

REPORT

25X1

TOPIC Merseburg Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 9 May 1955

REFERENCES

This is UNEVALUATED Information

PAGES X 5

ENCLOSURES (NO. &amp; TYPE)

1. Air activity and aircraft observed at Merseburg airfield between 1 March and 13 April 1955:

25X1

1 March. Between 0810 and 1720, local flights were made by MiG-15s or U-MiG-15s. A total of 46 take-offs and landings were counted.

2 March. Between 1113 and 1735, firing practices were held in the air space northeast of the field. A MiG-15 or U-MiG-15 with the No 442 towed a sleeve target on a wire cable about 200 meters long. Several hits were seen on the air sleeve which was dropped before the towing plane landed. The attacking aircraft flew in formations of two and four. aircraft were involved in the firing practices

25X1

5 March. Between 0810 and 1530, formation flights and individual local flights were made by MiG-15s or U-MiG-15s which were fitted with auxiliary fuel tanks. The formations of two and four remained aloft for 50 to 55 minutes.

aircraft were seen in formation flying  
The local flights were made by 3 two-seater U-MiG-15s

25X1

15 March. Between 0845 and 1650, formations of four continuously practiced flying over the closed ceiling. The aircraft flying in a formation flew through the ceiling after the take-off and before the landing.

16 March. Between 0820 and 1450, there was formation flying as on the preceding day.

25X1

18 March. Between 0900 and 1100, there was individual local flying by two-seater U-MiG-15s

25X1

22 March. Between 0630 and 1730, MiG-15s or U-MiG-15s practiced flying in formations of two and four in echelon to the right.

23 March. Between 0830 and 1610, there was formation flying by swept-back jet fighters as on the preceding day. All aircraft were fitted with auxiliary fuel tanks. A total of 23 swept-back jet fighters, including 3 two-seaters, were counted on the landing field.

2 April. Between 0705 and 1510, individual local flights were made by

25X1

SECRET

-2-

25X1

swept-back jet fighters

25X1

8 April. Between 0840 and 1815, formation flights and individual local flights were made by aircraft

25X1

9 April. A Li-2 landed at 1700.

25X1

10 April. At 0905, two MiG-15s took off and subsequently landing northeast of Merseburg. They landed at about 0945. MiG-15s approached from the east and landed at 1445

Aircraft

25X1

which were stationed at Merseburg airfield seemed to fly ahead of the formations. From the landing procedure observed it was inferred that the pilots of the other aircraft landed at Merseburg airfield for the first time. The aircraft banked in the landing direction with a degree of uncertainty and one aircraft touched down on the runway three times before finally landing.

25X1

11 April. Between 1445 and 2250, individual local flights were made. At 1545, a two-seater U-MiG-15 took off.

12 April. Between 1800 and 1930, 3 or 4 individual local flights were made between 1930, and 0200, there was night flying by 16 aircraft. At 1930, the 16 aircraft taxied in line to the take-off point, took off at intervals of 20 to 40 seconds, banked to the left immediately after take-off, flew straight toward the east as far as a point in line with Meuschau, then banked again into the flying land. Each local flight took 3 to 5 minutes. When the 16 aircraft had taken 3 or 4 times, there was an interval of 15 to 20 minutes during which the aircraft were probably refueled. All airfield lights, the searchlight on the field and the marker beacon with the signal MS were in operation. A sketch of the runway lights was made. At about 0200, or shortly before the last aircraft landed, 2 green flares were fired.

25X1

13 April. Between 0800 and 1200, 12 Li-2s landed at irregular intervals. The aircraft remained at the field for about half an hour and then took off again. 1

## 2. Radio and radar installations

On 20 March, the installation near Meuschau, the radio mast and the searchlight in the flying lane were unchanged. This area was patrolled by sentries accompanied by watch dogs. The umbrella-type antenna system, which reportedly changed its height, was still located 50 to 100 meters northwest of the point where the Gerichtsrain terminates into Lauchstaedter Strasse. Since 19 March, the antenna had the same altitude as the other antenna systems at the field, namely about 15 meters. The Dumbo-type set was again replaced by a Kniferest-type set in the southeastern corner of the landing field. The latter set was in operation making a Fishnet-type set was 4 Token-type radar set was still 1 Just north of the main guardhouse was a 15-meter telescopic mast and 10 meters north of it a rod antenna which was about 12 meters high. The previously observed umbrella-type antenna with a barracks at its foot was still located about 200 meters east of the vinegar factory. The 5-mast radio installation just west of the flight control station was removed, and replaced by a four-mast installation around the flight control tower. The four masts were 2 to 3 meters higher than the tower. 2

ILLEGIB

## 3. Lights.

Along the runway began just south of the eastern end of the runway

25X1

SECRET

25X1

-3-

and consisted of 8 red lamps and many white lamps. Eight red lamps arranged in two squares, about 5 x 5 meters, were located north and south of the eastern end of the runway. Two red lamps were seen north and south of the western end of the runway. They formed a vertical light to the runway. The flying lane in the eastern extension of the runway was marked by 8 red lamps mounted on masts the height of which increased toward the east. The last mast which was located close to the searchlight was about 3,5 meters high. A sketch of the runway lights was made. 3

#### 4. Fuel supply

The following fuel shipments arrived between 11 March and 13 April:

11 March, 3 railroad tank cars

13 " , 4 " " "

15 " 6 " " "

18 " 4 " " "

23 " 4 " " "

4 April, 5 " " "

7 " 4 " " "

9 " 9 " " "

12 " 3 " " "

13 " 3 " " "

5. After 12 April, there were new officers observed among the flying personnel in the Merseburg military post. 4

25X1

SECRET

25X1

SECRET

25X1

-4-

1. Comment. It is believed that Merseburg airfield is still occupied by 1 fighter division headquarters and 1 fighter regiment. Air activity has been intensified since early March 1955. It has not been determined if the new aircraft, which arrived in Merseburg on 10 April 1955, and were lead by a MiG-15 from Merseburg were jet fighters of a new type or if they were a special conversion of ~~Li-2~~ 15 because of the nose-shaped bulge under the air intake. The landings of the Li-2 the observations in the military post are presumed new aircraft.

ILLEGIB

25X1

25X1

2. Comment. The conversion of a 5-mast radio installation into a 4-mast installation near the flight control station is reported for the first time. The other radio and radar installations have previously been reported. The barracks building near the umbrella-type antenna 200 meters east of the vinegar factory is reported for the first time.
3. Comment. For sketch of runway lights, see Annex.
4. Comment. See Comment (1).

25X1

25X1

25X1

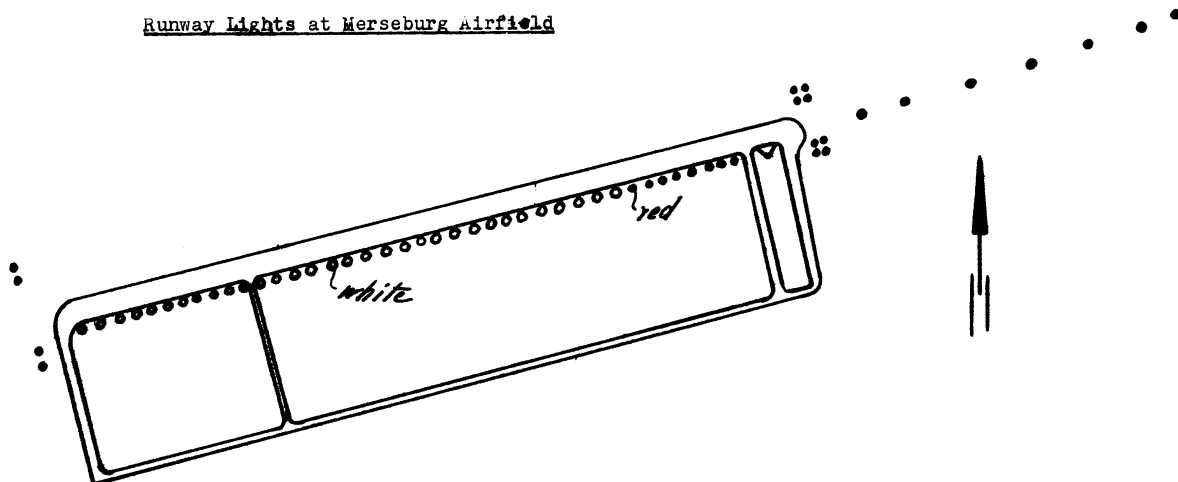
SECRET

25X1

Annex

25X1

Runway Lights at Merseburg Airfield



SECRET

25X1

25X1

SECRET